The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & Co., LIMITED. *General Agents.*

NEW SERIES No. 1300. 日三廿月七年五十二緒光 MONDAY, AUGUST 28, 1899. 一拜禮 號八廿月八英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP)..... } Yen 12,000,000
RESERVE FUND ..... " 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 1st August, 1899. [382

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 30th May, 1899. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,
A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | E. Shellim, Esq.
A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.
Hongkong, 19th August, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON.	HANKOW.
CHEFOO.	PEKING.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "

E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [137

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

—(:o:)—

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI ...	*Valetta*.....	J. F. Jephson.....	About 1st Sept.....	Freight or Passage.
LONDON, &c...	*Chusan*†	E. Street.....	Noon, 2nd Sept. ...	Freight or Passage.
JAPAN	*Rohilla**	S. de B. Lockyer, R.N.R...	4 P.M., 2nd Sept. ...	Freight or Passage.
LONDON.....	*Formosa*.....	A. G. Cubitt, R.N.R.....	About 7th Sept. ...	Freight or Passage.
JAPAN	*Candia**	W. H. Haughton, R.N.R.	About 13th Sept. ...	Freight only.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 19th August, 1899. [5

THE
CLUB HOTEL,
LIMITED.

—:o:—

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

BOARD AND RESIDENCE.

HONGKONG HOTEL.

On Monthly Terms from 1st May, 1899.

AQUARIUS.
"A PERFECT TABLE WATER."

Telephone 75.

		Allowance for the Empties when return to our Godowns.	Net Price.
Per 1 Dozen Quarts	$2.50	$1.00	$1.50
Per 1 Dozen Pints.....	1.75	0.75	1.00

"There is no teaching in all the wide world of hygiene so valuable as the "inculcation of the idea that typhoid fever is a water-borne disease. Exclud- "ing a not common liability to the air-diffusion of its germs, we acquire this "ailment undoubtedly from water directly, or from milk which has been "fouled by polluted water. Pure water means practically the abolition of "both typhoid fever and cholera. Our safety abroad is to drink a pure "Mineral Water only."—(Dr. Andrew Wilson in the "Illus. London News.")

CALDBECK, MACGREGOR & CO.,
GENERAL MANAGERS.
15, Queen's Road.
Hongkong, 8th July, 1899. [15

CLUB WHISKY
IS THE BEST.

—:o:—

$12.00 ... ... PER DOZEN.

—:o:—

H. PRICE & Co.,
12, QUEEN'S ROAD
Hongkong, 19th May, 1899. [20

LADIES,
We can always well supply your every need from day to day.
If you doubt it, come and try at
"WHITELEY'S OF THE FAR CATHAY."
Ex. "FORMOSA."
Now Millinery, &c., Latest Novelties in Ladies Apparel.

W. POWELL & Co.,
Immed. Opposite P. O., 1st floor.
Hongkong, 26th July, 1899. [27

Intimations.

Again We Press Forward to Greater Achievements, to Mightier Efforts. We Will Inaugurate the Monumental Master-Stroke of Our Career.

WATKINS, LIMITED,

challenge the world to produce any equal or parallel to the splendid and inspiring values now offered, gathered by master minds through the gigantic power of SPOT CASH—demoralizing and scattering to the four winds the last hope of the so-called cutters, creating unspeakable agony in the minds of competitors and unspeakable delight to the thousands of our customers who, through our existence, are saving thousands of dollars each and every year. Figures will not lie and facts are indisputable.

We Have the Power and the Will, the Capital and the Energy, to Offer Goods at Prices Which We Defy and Dare an Competition to Match.

We fearlessly throw down the gauntlet to any competition to meet this wonderful array of bargains and defiantly raise our flag on high upon which is written in bold and commanding manner the sentence.

"WE CHALLENGE ALL COMPETITION."

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UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

—:o:—

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER

27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

THE PUNJOM MINING COMPANY, LIMITED.

IN Accordance with Articles No. 26 and 27 of the Articles of Association of the Company, NOTICE is hereby given that the FOLLOWING SHARES will be liable to be FORFEITED, unless the CALL due on the 17th day of April last, be PAID, together with INTEREST at 10 per Cent per Annum, at the OFFICE of the Company, No. 9, Praya Central, on or before the 1st day of September, 1899.

The following are the distinguishing Numbers of the ORDINARY SHARES:—

57477/57501	55891/55940
11961/11985	34369/34391
59166/59190	36213/36224
16245/16269	23011/23035
58142/58152	42141/42165
28562/28573	45528
29667/29681	56139/56188
29682/29688	46070/46119
29782/29791	45611/45635
32044/32045	47301/47310
25644/25668	47840/47889
59466/59515	47890/47939
	49705/49729

W. H. GASKELL,
Acting Secretary.
Hongkong, 17th August, 1899. [1045a

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have This Day Declared an INTERIM DIVIDEND of 2 Per Cent, for the Half-year ending 30th June, 1899, on the Paid-Up-Capital of the Company.

DIVIDEND WARRANTS PAYABLE on SATURDAY, the 2nd September, will be issued to SHAREHOLDERS.

The TRANSFER BOOKS of the Company will be CLOSED from 24th instant to 2nd prox., both day inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 17th August, 1899. [1047a

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [1048a

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ANNUAL ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the General Managers on SATURDAY, the 9th September, at NOON, for the purpose of Receiving the Report of the Consulting Committee, and Statement of Accounts to the 31st July, 1899, also for the consideration of the following EXTRAORDINARY RESOLUTION, which will be submitted to the Meeting:—

"That in Paragraph 2, Clause XVI, "in Articles of Association, the figures "$1,000,000 be substituted for $500,000."

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th August, 1899. [1085a

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send a STATEMENT of BUSINESS contributed during the Half Year ended 30th June, 1899, on or before the 15th September, on which Date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.
Hongkong, 24th August, 1899. [1077a

WANTED.

A MANAGER for THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS must be well acquainted with BOOK-KEEPING.

Apply by Letter stating Terms expected to the

HON. SECRETARY,
At the Institution, No. 2, Praya Central.
Hongkong, 18th August, 1899. [1049a

WANTED.

AN EUROPEAN BOOK-KEEPER thoroughly conversant with BOOK-KEEPING in English.

Apply personally,
S. J. DAVID & Co.,
3rd Floor, Queen's Buildings.
Hongkong, 26th August, 1899. [1087a

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Captain Superintendent of Police to Sell by
PUBLIC AUCTION,
TO-MORROW
(TUESDAY), the 29th August, 1899, at 11 A.M.,
At CENTRAL POLICE STATION.
(Instead of as previously advertised).
A LARGE QUANTITY OF
SURPLUS STORES,
ALSO
224 MAUSER RIFLES, 14 MUSSLE LOADING RIFLES, 344 REVOLVERS, RIFLE and REVOLVER AMMUNITION, SWORDS, LEAD, COPPER, IRON, SUGAR, RICE, &c., &c.

TERMS:—As Usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 28th August, 1899.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
at his Sales Rooms, Zetland Street, No. 2,
on
WEDNESDAY, the 30th August, 1899,
Commencing at 2.30 P.M.,
A QUANTITY OF USEFUL
HOUSEHOLD FURNITURE
Comprising:—
DRAWING ROOM, DINING ROOM and BED ROOM FURNITURE of every Description, HATSTANDS, ICECHESTS, IRON BEDSTEADS, PICTURES, GLASSWARE, CROCKERY, CUTLERY, PLATED WARE, &c., &c.

ALSO:
2 TYPEWRITERS.
Several BICYCLES,
3 PIANOS.
On View at the Undersigned's, on TUESDAY.
Catalogues issued Prior to Sale.
TERMS OF SALE:—As customary.

PAUL BREWITT,
Auctioneer.
Hongkong, 26th August, 1899. [1086a

Entertainment.

AL FRESCO PERFORMANCE
OF
"AS YOU LIKE IT"
on the
VOLUNTEER PARADE GROUND
in a
Real Forest of Arden,
TO-MORROW
(TUESDAY NIGHT), the 29th August, 1899

JANET WALDORF as ROSALINA,
NORVAL McGREGOR as ORLANDO.

Assisted by
Ada Dow Currier, Virginia Cranna
and
Prominent Members
of
A. D. C.

SEAT Plan now at Messrs. ROBINSON PIANO Co.

PRICES.....$1, $2 & $3

Soldiers, Sailors and Volunteers in Uniform, 50 cents.

The Grounds will be Brilliantly Illuminated by Acetylene Gas.—Eastern Acetylene Lighting Syndicate.

Hongkong, 26th August, 1899. [1080a

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the Freemasons' Hall, Zetland Street, on FRIDAY, the 1st September next, at 8 for 8.30 P.M. Visiting Brethren are cordially invited.

Hongkong, 24th August, 1899.

To-day's Advertisements.

GOVERNMENT NOTIFICATION.
No. 466.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,
the 4th day of September, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 19th August, 1899. [1095a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 4th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.E., S.W., S.E., S.W.	Contents in square feet.	Annual Rent.	Upset Price.
1	Rural Building Lot No. 101.	Near Plantation Road Station.	ft. ft. ft. ft. 150 130 [illegible]	[illegible]	$6	1,800

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 29th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 28th August, 1899. [1091a

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOOCHOW.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above TO-MORROW, the 29th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th August, 1899. [1071a

FOR MANILA AND LONDON.

THE Steamship

"DUNAV"

Captain Jespersen, Commander, will be despatched as above on or about the 30th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 28th August, 1899. [1072a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the above Port, on THURSDAY, the 31st instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 28th August, 1899. [1092a

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.
This well-known Steamer is specially fitted for Passengers; and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th August, 1899. [1098a

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 2nd September, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th August, 1899. [1090a

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENVENUE,"

Captain Potter, will be despatched as above on or about the 8th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th August, 1899. [1066a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Batt, will be despatched as above on SATURDAY, the 16th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th August, 1899. [1093a

To-day's Advertisements.

ROYAL ANTEDILUVIAN ORDER OF BUFFALOES.

LION AND ROSE LODGE
No. 1,360.

A REGULAR MEETING of the above Lodge will be held at 10, QUEEN'S ROAD CENTRAL, at 7 for 7.30 P.M., TO-MORROW, the 29th August, 1899.
Visiting Brothers are cordially invited.
Hongkong, 28th August, 1899. [1094a

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 16th day of September, 1899, at 12 o'clock NOON, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 26th day of August will be submitted for confirmation as a SPECIAL RESOLUTION.

RESOLUTION.

1. That the Capital of the Company be increased to the Sum of $600,000 by the issue of 30,000 New Shares of $10 each, which shall be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained with reference to calls transfer, transmission, lien, surrender, voting power and otherwise and that the Directors be authorized to issue such New Shares at par.
2. That the said New Shares be offered to the persons who on the 16th day of September, 1899 shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them.

By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th August, 1899. [1099a

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the REGISTER of SHARES of the Company, will be CLOSED from SATURDAY, the 16th to the 23rd day of September, (both days inclusive) during which Period NO TRANSFER of Shares can be Registered.
By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th August, 1899. [1100a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)
PROPERTY lately occupied by the Bowrington Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD." MAGAZINE GAP.
No. 4, RIPON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.
Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

Intimation.

A. S. WATSON & Co.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high "degree of organic purity and is "of most excellent quality for "drinking."

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

BIRTH.

On the 27th August, at "Blue Bungalow," the wife of R. T. WRIGHT, of a son. [1096a

DEATH.

On the 27th August, at 28, Morrison Hill Road, Hongkong, EDWIN HERBERT (Wee Bertie), dearly-beloved son of Captain E. H. and Celestina Summers; aged 5 years 1 month. (English papers please copy). [1097a

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 28, 1899.

TELEGRAMS.

(By Telegraph.)

Special to the "Hongkong Telegraph."

(FROM OUR OWN CORRESPONDENT.)

A NEW APPOINTMENT.

TIENTSIN, August 24th.

It is reported that Mr. Detring has been appointed by Imperial Edict foreign advisor to the Railway and Mining Bureau at Peking. The information is not positive, but is most probable.

(Delayed in Transmission.)

BRITAIN AND RUSSIA.

TROUBLE AT HANKOW.

SHANGHAI, June 28th.
12.58 p.m.

It is reported that Messrs. Jardine, Matheson decided to fence in their property at Hankow but, on the work being commenced, the workmen were stopped by a party of Russian cossacks. H.M.S. *Woodlark* then landed a party of bluejackets and the cossacks withdrew, the erection of the fence being proceeded with. H.M.S. *Esk* left here yesterday for Hankow.

SERIOUS ILLNESS OF MR. HEARN.

On Saturday Mr. H. R. Hearn, of Messrs. Dent & Co., had a paralytic stroke. The symptoms are reported to be dangerous.

ILLNESS OF THE EMPRESS DOWAGER.

News has been received from Peking to the effect that the Empress Dowager is ill. The nature of the disease is not stated.

GLOOMY OUTLOOK AT PEKING.

TROUBLE ANTICIPATED.

The outlook at Peking is considered to be most gloomy and affairs have reached a dangerous crisis. A conflict between the soldiers under Prince Ching and General Jung-lu is thought to be imminent.

THE PLAGUE AT NEWCHWANG.

A steamer has arrived from Newchwang having thirteen suspicious cases of illness on board. She has been quarantined.

REUTER'S TELEGRAMS.

THE TRANSVAAL TROUBLE.

LONDON, August 25th.

It has transpired that the Transvaal and the Orange Free State have imported immense quantities of arms and munitions during the last three years. There is a growing feeling among the British element in South Africa that no settlement will be lasting unless it contains a provision for the reduction of the armaments of the two Republics.

The distress at Johannesburg is increasing and every outward train is crowded with fugitives. The natives at the mines are becoming restless.

WEATHER REPORT.

The Observatory report says:—

On the 27th at 11.55 a.m. The barometer has fallen on the E. coast of China, risen in Tongking and over the S. part of the China Sea. A low pressure area seems to have left the N.E. coast of China and to be now moving towards the Sea of Japan. Pressure remains high over S. China and the Philippines. Gradients slight, except in the North. FORECAST:—S.E. or varying winds, moderate to light; mostly fine, but probably some showers.

On the 28th at 11.50 a.m. The barometer has fallen in S. China and Japan. The depression seems to have moved into W. Japan. Pressure remains high over the S. part of the China Sea. Gradients slight in S. China. FORECAST:—Light W. to S.W. winds; Fair.

LOCAL AND GENERAL.

THE *Politique Coloniale* of Paris states that Russia and Japan are arming in view of a possible conflict in Corea.

ACCORDING to the journal *Verdens Gang*, of Christiana the Norwegian Government has decided to proclaim a law for the introduction of a purely Norwegian flag for the Consulates, and to notify the fact to foreign powers through the Swedish-Norwegian Minister for Foreign Affairs.

THE local manager of the Straits Insurance Company, Limited, informs us that he has received telegraphic advice from the Head Office, Singapore, that negotiations are in progress for the transfer of the Eastern business of the Straits Insurance Co., Ltd., to the South British Fire and Marine Insurance Co., of New Zealand.

THE prices for to-morrow night's production of "As You Like It" on the Volunteer Parade Grounds have been arranged so that all can attend. Reserved seats are $2 and $3, general admission $1 and 50 cents for soldiers, sailors and volunteers in uniform. The performance will begin at 9 o'clock sharp, gates open at 8.30, and the performance will be over by 11 o'clock. [illegible]

ONE hundred men from the London Scottish Volunteer Rifles have volunteered for service at the Cape. Their offer no doubt has been accepted by the Government by this time.

A TELEGRAM from Venice states that the Duchesse de Bauffremont, *née* Leroux, is now in prison in that city, having been extradited from Switzerland on a charge of forgery. The accusation relates, it appears, to some false document manufactured, it is alleged, by the Duchess and an Italian Priest, who is also in prison, with the view of assisting in carrying out a matrimonial scheme.

AUSTRIA is now experiencing a period of sharp political repression such as is only possible in a non-Parliamentary State. The Press is subject to more ruthless confiscations than has been the case for many years past, while the police are unceasing in their endeavours to repress all political demonstrations by main force. The law, too, which fully provides for all such political emergencies, is employed as a means of coercion. Dr. Adler's sentence of a month's imprisonment was simply due to his requesting the commander of a force of mounted police not to ride quite so roughly into the middle of a crowd. Another Labour leader has been sent to prison for six weeks for criticising the tactics of the police on the same occasion. The strict preservation of public order is, of course, necessary enough, but it seems as if the Authorities were rather overdoing it at present.

THE Osaka Shosen Kaisha intends to add two new steamers to its line between Hongkong, Swatow, Amoy, and Tamsui, and the order for the first has just been placed with the Kawasaki Shipbuilding Co., of Kobe. The new steamer is to be completed by October, 1900. She will be of steel and the following are her dimensions: Length, 253 feet; breadth 34 feet, depth 22 feet; gross tonnage 1,400 and net 880. Her engines are to be triple expansion, h.p. 1,600 and the contract speed is 12½ knots. Steam will be supplied by two double-ended boilers. The first-class passenger accommodation consists of five cabins accommodating twelve persons, and in the steerage accommodation will be provided for three hundred. The deck and cabin fittings are to be of teak and the electric light will be installed. The vessel is being built to the highest class both in Lloyd's and under the Japanese law.

THE DAMAGE TO H.M.S. "BONAVENTURE."

As no doubt an account of the amount of damage done to H.M.S. *Bonaventure* when she stranded in Korniloff Bay would prove of interest, a representative of the *Hongkong Telegraph* paid a visit to No. 1 Dock of the Hongkong and Whampoa Dock Co.'s establishment at Kowloon, where she is at present undergoing a complete overhaul. It will be remembered that she put into Yokosuka after the accident to be patched up so as to enable her to come down to Hongkong to be repaired. While there she was docked, the wooden sheathing repaired and cement run in between the wood and the broken shell plates, so that it was necessary to remove this cement before the full amount of damage could with certainty be ascertained. This has been done and the full extent revealed, showing dents and rents on both sides, extending from the fore bulk-head to the boiler-room bulk-head while in places the outer shell plates are touching the ship's false bottom, which has also been rent here and there. The bulk-heads of the shell room, fore and aft, the floors, frames, etc., have also been buckled and will require to be removed and some plates renewed. On the port side two shell-plates have been torn asunder by the violence of the contact with the rock. It is estimated that the repairs will take between a month and six weeks to execute, but will include a thorough overhaul of the ship.

Two points have been clearly demonstrated by this accident, which no doubt in the future will be made use of. The first is the great superiority of water-tight compartments over water-tight doors, as the latter, with the terrific shock of the collision would have probably become buckled, and so worse than useless. We are informed it was the water-tight compartments that actually saved the vessel from sinking. Lord Charles Beresford is a great opponent of the doors, and has shown that even by the vibration of the engines and the concussion of firing, the frame work is apt to become twisted and so the doors are a source of danger. Compartments are a nuisance, as they necessitate going up on deck and down again on the other side of the bulkhead, but, when the safety of the ship is at stake, a little inconvenience should not be considered.

This accident has also brought forward the great advantage of wood sheathing for war ships. The wood, by taking the first impact and on account of its elasticity, greatly saved the *Bonaventure's* steel plates. The greatest advantage of wood sheathing, however, is that ships with a wooden coating can be coppered and therefore do not require to be docked nearly so often as iron-ships, for, when barnacles attach themselves to the copper they became poisoned and fall off. The cost of wood-sheathing a vessel like the *Bonaventure* would be about £10,000, which is not so great an amount in comparison to the total value of the vessel, and taking into consideration the fact that an unsheathed ship loses from four to five knots an hour unless her bottom is kept clean, necessitating constant docking, a strong case in favour of sheathing is established. It must be borne in mind that the speed of a fleet is regulated by that of the slowest ship.

TRADE WITH THE PHILIPPINES.

The following letter from the Consul-General for the United States of America, to the Colonial Secretary is published in this week's *Government Gazette*:—

CONSULAR SERVICE, U.S.A.,
HONGKONG, 25th August, 1899.

Sir—I have the honour to transmit, for your information, the following Order issued by the War Department on May 22nd, 1899:—"No merchandise shall be brought, under penalty of forfeiture there of, into Cuba, Porto Rico, or the Philippines Islands, from the United States or any Foreign Country, in any vessel measuring less than 30 Tons Gross, in capacity."

(Sd.) ROUNSEVILLE WILDMAN,
Consul-General.

THE PLAGUE.

Cases reported to 26th instant	1,406
Do. do. during past 48 hours	3
Total	1,409
Deaths reported to 26th instant	1,348
Do. do. during past 48 hours	3

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by our Correspondents in this column.

KOWLOON EXTENSION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—The title for the blue book must have caused H.E. the Governor a considerable amount of consideration and anxiety and he must be complimented on getting out of a dilemma in a very neat manner. I am alluding to the expression "other papers." There are many papers that the public would like to know the contents of and many questions that they would have liked to have seen answered but, no, we are presented with "despatches and others" and as good as told that they contain all that is good for us to know. The most important from the public's point of view being most carefully withheld.

What has been given us, is very far from pleasant reading, the despatch relating to His Excellency's visit to Canton, although written by himself, in the most favourable light, plainly shows that the representative of our Queen was treated with scant courtesy by the Chinese Viceroy, the meeting was held in what was practically a public place where the lowest coolie was allowed entrance, and the Governor, representing the strongest nation in the world, figuratively speaking, was twisted round the wily Chinaman's finger, and made to ask as a favour what he ought to have demanded as a right. Pardon me, I am wrong, he ought not to so far have lowered British prestige as making a demand even. He had sufficient authority to maintain order and command respect for British persons and property in the New Territory, even before the flag was hoisted and it was only on account of being reluctant to take the reponsibility, that the visit to Canton was undertaken. The papers relating to the time when the British Authority was openly defied by the villagers are also unpleasant reading, as showing remarkable weakness on the part of our rulers, but as there are other, and more important matters in these papers on which I should like to speak, I must pass the burning of the matsheds by.

In the Governor's letter to Mr. Chamberlain of the 15th April, in the P.S. he says "I have the honour to enclose herewith a copy and translation of a proclamation issued by me and circulated in the leased Area," and enclosure No 5 is the translation of the proclation, which doubtless raised the ire of the inhabitants of Un-long against the poor bill-poster. I think Sir, that the public have a right to have more information concerning this man than what is contained in the Governors letter, dated April 26th, to the Hon. Colonial Secretary, saying "I have carefully considered all the circumstances of the murder. With the evidence that you have obtained it appears to me that there will be grounds upon which to offer a large reward for such evidence as will lead to the arrest and conviction of any of the offenders. You have the names of several, for whose arrest warrants can be obtained. This will mark very clearly that the law is not dead. The clan or village can always be reached under the system of enforcing payment for special police force. I see it stated that the murdered man was sent in by the Government. I did not know this, but even had he been so sent there was nothing to show you that there was the slightest danger to be apprehended. On the contrary, the reports received were to the effect that the people were ready to receive the British rule gladly." The man has always been known as the Governor's messenger and now we have the Governor denying all knowledge of him. If the Governor did not send him who did? Who was responsible for sending this ignorant Chinaman to post a *fantastic* proclamation without an escort? Who was responsible for the reports that the British rule would be received gladly? What steps were taken to punish the framers of these erroneous reports? The public have a right to know.

While on this subject, the documents relating to Ng-Ki-Cheung, who, judging from what is published, proves himself to have been the only friend that England had in the disturbed regions, and we have repaid him, with interest, with imprisonment for life; "put not your faith in Princes," is as true to-day as it was in the year [illegible].

In many of the Chinese petitions and documents mention is made of a "Company" and from the Governor's letter to the Colonial Secretary dated 26th April, I cut the following quotation. "It seems evident from the statements made that the working of the company alluded to more than once has had something to do with the general uneasiness. It has been stated to me by a member of the Executive Council that he has been informed that a company or Syndicate was formed some time ago to buy land in the leased area and that the Syndicate bought land at a rate much below its value by representing to the villagers and elders that when the territory was taken over the land would become the property of this Government who would not acknowledge any land title. This, if true, would account for the great uneasiness displayed and for the ultimate determination to combine and offer resistance to our occupation of the territory. It may not be true, but should be inquired into." Has this been inquired into? With what result? This letter was written on the 26th when it was generally believed the disturbances were caused by the Triad Societies. These are grave questions and deserve the public's attention.

The only part of the whole book that is at all pleasant is The O'Gorman's despatch concerning the fighting during the 16th, 17th and 18th. These you very kindly inserted in your paper. I am a constant reader of "Gleanings by the Way" and have heartily laughed at the vagaries of the lame naturalist, but never, so spontaneously as I did at these despatches. I happen to know some persons "who happened to be there," who, though, acknowledging that it was all true said they certainly should not have recognised it in its Sunday clothes.

These despatches are supposed to be unbiased statements for the Commander-in-chief's guidance. Taken from this standpoint, they must be condemned. As a copy to be followed when expressing the commendable spirit "you scratch my back and I will scratch yours" they are invaluable but as a statement of the troops engaged and their behaviour, they are worthless. From reading these one would be led to think that the only troops employed were Indians, and the only officers Berger and Barrett. I do not wish to belittle their conduct; I myself, if in their position, would feel inclined to say "Defend me from my friends." To those who are in the know, this effusive eulogy for such a trivial service is ludicrous in the extreme. The Royal Welsh and Volunteers are apparently not worthy of mention. I have a hazy idea that the Volunteers did all that was required of them and equally as well deserve some mention, if it was only to say on whose authority they were called out. A sudden thought strikes me. H. E. the Governor being their Honorary Colonel called them out for advertisement. Least said soonest mended.

Those of your readers that have not had an opportunity of reading these papers I would strongly advise to do so, and follow their examples and let the public know their impressions through the columns of the Press and so bring home to the Ordinary Mind the futility of their position.

Yours faithfully,
[illegible]
Aug. 28th, 1899.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN APPELLATE JURISDICTION.

Before the Acting Chief Justice (the Hon. W. R. Goodman) and the Puisne Judge (Hon. Francis Wise).

August 28th.

CHAN HING APPELLANT, v. LO CHING MAN, RESPONDENT.

In this case Mr. Robinson (instructed by Mr. Britton) applied for leave to appeal to the full court by way of re-hearing against the decision of Mr. T. Sercombe Smith, who in June last sentenced the Appellant to six months imprisonment for robbing a fishing junk. The case came before the court a fortnight ago. At that time the respondent had not been served with notice, and he did not appear. He has since been served, but was again absent.

Mr. Robinson argued that he was entitled to apply for the allowance of the appeal forthwith, or at any rate for the allowance of the motion asked for.

The Acting Chief Justice said that before a rehearing could be granted the court must have some valid and full reasons adduced.

Mr. Robinson submitted that there was a very strong case for the Appellant on the face of the depositions for granting this re-hearing. To sum up the case for the prosecution, as presented by the prosecutor and his wife, it was as follows. The story of the Prosecutor was that on the 15th June last, about five o'clock in the afternoon, four men in a big sampan, unarmed, came and boarded the Complainant's junk and in dead silence took away his fish whilst he remained in the bow of the junk looking on. Notwithstanding the dead silence observed Complainant knew that the big sampan belonged to the Chang Sha shop, and the Complainant said that the next morning he rowed himself ashore in the said big sampan and went to the Chang Sha shop to get the money. He demanded the Hongkong price for the fish which had then been delivered at the shop in the island of Ah Chau. Payment was refused, the complainant said *in toto*, and accordingly at three or four o'clock on the afternoon of the 16th June the Complainant went and reported the matter to the police at Tai Ho. The wife's story confirmed this. She also said that the robbery was effected in complete silence. She said her husband was at the stern (the husband said at the bow), and that he went ashore the following morning not in a big sampan as he said but in his own boat. The wife did not explain any more than the husband, why, if the robbery was effected in complete silence and if her husband did not go ashore with the men in the boat, how he knew where to go to ask for money, nor did they explain why they waited until three or four o'clock the following afternoon before leaving the anchorage to go and report to the police. The Complainant as well as his wife in the first instance denied that he went ashore in the big sampan on the morning of the 16th June. He denied that he hailed the sampan and got the men to come to his junk and went as passenger ashore; but he was content to contradict himself a minute afterwards and say he did go in the big sampan to the shop. His wife said he went ashore in the junk sampan. In order to reconcile these two statements he must have gone ashore twice, and that was the story of the defence. He went ashore on the 15th in his own boat, and on the following morning he went ashore in the big sampan. There was a motive in the minds of these two people to induce them to conceal the fact that the man visited the shop twice. The fact that the Complainant and his wife said that this thing took place in dead silence went to show that they did not want the court to know that there was something said. Then the fact that the men were unarmed tended to show that this was not a case of piracy. He submitted that on the story of the prosecution there was not sufficient evidence to warrant the committal of this man. Now they came to the case as stated by the defence. They said that these men belonged to a fish shop which had an agency in Hongkong and carried on business in the island of Ah Chau. It was their custom to go round the harbour when junks came in and collect the fish from them. If there was any haggling to take place about the price it took place at the shop. When Appellant and the other fokis came to Complainant he at first did not seem disposed to enter into a bargain, but they talked to him and induced him to weigh up his fish, and finally he handed over 70 than. They told him the market price and he said he wanted more and they advised him to settle that with the master. The Complainant went to the shop at Ah Chau on the 15th June and asked for the Hongkong price. They haggled but did not agree and he went away. The following morning he hailed the sampan as it was going its rounds and went ashore in her. He went to the shop a second time, further haggling took place, but no bargain was arrived at. Then the man went away and reported to the police.

The Acting Chief Justice said the court had carefully looked into the matter and thought there should be a re-hearing. At the re-hearing the Complainant was bound to support the conviction. He thought the justice of the case might be met by allowing the appeal on the re-hearing, but they did not allow any costs.

On the suggestion of the Acting Chief Justice, the master of the Chang Sha shop was called before him, and he informed him that the island of Ah Chau was now under British jurisdiction, and the squeezing of poor fishermen was now allowed. He had no right to go and instruct the men to go and take fish whether a man wanted to sell or not. However, the Court gave him the benefit of the doubt this time. He was more to blame than the fokis.

BY THE MAIL.

From Home Papers.

Lieut.-Col. Dorward.

Lieut.-Colonel A. R. Dorward, D.S.O., who has been appointed Colonel [illegible] of the Royal Engineers to act as Civil and Military Commissioner at Weihai-wei. He is at present in Jamaica. He saw active service in the Afghan War of 1879-80, and commanded the Royal Engineers in the Burmese Expedition of 1887, when he was decorated with the D.S.O.

Port Arthur and Wladiwostock.

When Port Arthur was acquired by Russia last year the silver-gilt infinity to the connection of former naval ports in the Far East would suggest that Port Arthur as chosen by the Government [illegible] cording to reports [illegible] Vladivostock [illegible] fortify Wladiwostock [illegible] estimated will cost [illegible] pounds [illegible]

The trials gave very good results and the war-dog will soon be employed in all German regiments.

Sir Claude Macdonald.

We are sorry to hear, says the *L. & C. Express* that Sir Claude Macdonald, though improved somewhat in health, has not progressed so much as was hoped for. One good sign is apparent; the heart affection that was supposed to exist has been pronounced by Italian and British medical men as non-existent. This is decidedly encouraging, but at the same time Sir Claude is not able to undertake any serious work, or to busy himself with China matters. Fortunately there is a lull in the position of such affairs. Sir Claude and Lady Macdonald are going to North Berwick, and it is hoped his native air may prove beneficial. He talks of returning to his post in October, but, of course, this will be dependent on his health.

Cranks.

Our public men have sometimes a good deal to put up with. Professor Dewar was compelled to seek protection at Marlborough-street recently against an excitable person, of whom he had absolutely no knowledge, for threatening his life. The prisoner had written a letter, in which he said that he had been "persecuted for two years by electricity," and called on the professor to stop it. In another letter he threatened to sacrifice his "last drop of blood" for redress. He is to be investigated under remand. Another excitable person at Bow-street applied for process against the Prince of Wales, the Attorney-General, the Postmaster-General, the Duke of Devonshire, Lord Sheffield, and others, for having done him out of the respectable sum of eight millions sterling. The magistrate gravely accepted piles of documents, and promised to look into it.

The "Orlando's" Steam Trial.

It is surely desirable, says the *Army and Navy Gazette*, to avoid running steam trials in the tropics, as will be judged from the effects recently produced upon the engine-room staff of the cruiser *Orlando*. The vessel left Singapore on May 28. The weather was oppressively hot, but a steam trial was necessary under the regulations, and the officers cannot be blamed for the result. The trial was not half over before nine stokers were struck down by heat apoplexy. Some of these men remained insensible and in danger for many hours, although no effort was lacking on the part of the medical officers. The senior engineer was also overcome and remained on the sick list for a fortnight. Ultimately the trial had to be abandoned.

H.M.S. "Vengeance."

The first-class battle-ship *Vengence* was launched on 25th ulto. at Barrow, in the presence of an immense crowd, numbering at least 40,000. The *Vengence*, which has been designed by Sir William White, Chief Controller to the Navy, is of the *Canopus* class, and when fully enquipped will be a formidable addition to the Navy. She is the first battle-ship or cruiser that will be supplied with all her armaments by private builders—Vickers, Sons, and Maxim. The *Vengence* is 399 feet between perpendiculars, 74 feet beam, 26 feet load draught, and 12,950 tons displacement. She is built on the double bottom system. The armour extends for nearly two-thirds of the length of the vessel, forming with the armoured bulkheads across, at the fore and after end, a citadel 230 feet in length and the full width of the ship. Within the length of this citadel are placed not only all the guns, but also the magazines, &c., necessary for the fighting of the ship. The big guns are of the 12 in. type, each weighing about 50 tons. There will be four of these weapons, mounted in pairs in heavy barbettes. The guns fire shots of 850 lbs. in weight, capable of penetrating 30 in. of wrought iron placed at the muzzle. Each shot needs more than 150 lbs. of cordite. In addition to the big guns there are twelve 6 in. quick-firing guns, and thirty smaller guns.

The London Season.

On 24th ults, says a home paper, Society migrated to Goodwood, and the London season, in the exclusive sense, came to an end. Those who do not go to the pleasant Sussex gathering are leaving for the country or the Continental spas, or are packing up their trunks for Cowes. In a few days London will be theoretically empty, except for the politicians, who must remain on the legislative treadmill for another fortnight. The season which has now ended has been a highly prosperous one. The number of visitors from America forms a record. Last year the Cuban War kept most of them at home, but this summer, not only has the influx been enormous, but some of them have had the courage to make amends for their absence last season by coming twice. That is to say, they spent a month here in spring, returned home to transact business, and came back in June. More Continental people than usual have also been in London. The result to tradesmen in the Westend has been eminently satisfactory. The hotels have been full, and flats and apartments in great demand. Hospitality has been exercised almost everywhere on a princely scale, and although there may not have many notable entertainments, the number of parties given has been larger than even in the Diamond Jubilee year. Upon the whole, the season has been a good one.

The Bisley Meeting.

Weather as favorable as could possibly be desired by the most exacting rifle shot marked the Bisley Meeting brought to a close on 22nd ulto, and the result was that the average scoring was exceptionally high. Tenpe possibles were of constant occurrence, and the contest for the Duke of York's Challenge Cup, offered for competition among the eight divisions of the English Twenty Club, one competitor succeeded in making twenty one consecutive bull's-eyes—a feat accomplished in a minor competition by the winner of the Silver Medal of the year, and, in practice, by another well-known shot, but never before recorded at Bisley. The principal trophy of the Meeting, the Gold Medal of the Queen's Prize, fell to Private Priaulx, a Guernsey man, who in the contest for the Kolapore Cup had made the best score of any member of the competing teams. It was only after shooting off a tie with two opponents who had made the same score, that Private Priaulx was successful; but the satisfactory feature of the Meeting is the way in which the honours and substantial rewards of success have been divided. A Guernsey man won the Queen's, Canada and Jersey young representatives among the prize winners, and the list includes names from all parts of Great Britain. The Mother Country won the Kolapore Cup with Canada second; England took the Elcho Shield, and Scotland retained the National Challenge Trophy, which she has now won for ten consecutive years.

The "Bullfinch" Disaster.

On the eve of the Naval Manœuvres a terrible disaster, unparalleled for the last twenty years, has occurred in the Solent. On 21st inst. the *Bullfinch* steam torpedo-boat was destroyed by the bursting of her starboard engine, and of her crew of 18 men 11 were killed and several others injured. The *Bullfinch* was manned by a contractor's crew, had recently been built by a shipbuilding company at Hull, and was being tested on the measured mile for speed. While she was running some thirty knots an hour one of the connecting-rods of her starboard engines broke, smashing the cylinder and instantly releasing vast volumes of boiling water and steam, with appalling results to all those in the engine-room. Since the time when the *Thunderer's* cylinders blew out during her trial over the same course there has not been so mournful a catastrophe witnessed in the Solent. Assistance was obtained from Her Majesty's ship *Australia*, and the injured were taken on board. The destroyer, with her remaining engine, went on to Portsmouth, with the dead lying on the deck. The news of the sad accident was broken to the Queen, who passed through the neighbourhood on her way to Osborne. She was greatly distressed by the information, and directed a message to be sent to the relatives of the killed, and also to the sufferers who had been removed to the hospital, expressive of her deep sympathy with them.

The Far East in Parliament.

THE HONGKONG DOCKYARD.

(July 25th.) Mr. A. Chamberlain moved the second reading of the Naval Works Bill, explaining that the measure authorised the commencement of works which, when completed, would cost, £3,600,000. It sanctioned an expenditure during the next two years of £3,100,000, in addition to a sum already provided, and gave borrowing powers to the extent of £3,161,000. The Admiralty proposed to construct, at several naval stations at home and abroad, docks which would be capable of accommodating the largest and most powerful ships in the Fleet. He admitted that the progress of the work, especially in the initial stages, had been less rapid than they had hoped, but this was partly due to changes of policy in regard to some of these works, as in the case of the Gibraltar Dockyard and the case of the Hongkong Extension. In the case of the Hongkong extension and the Royal Naval College, tenders would be called for during the present year. With these exceptions, contracts had now been made for all the works included in the previous Acts. The last proposal made in the Bill was for the construction of a dock at Hongkong. Recent events had greatly increased the importance of that port; but, with the exception of that at Kowloon, there was no dock nearer than Sydney that would take the four largest ships of the British Squadron in Chinese waters, and none nearer than Bombay that would accommodate the next two. It was proposed to built at Hongkong a dock 550 ft. in length, 95 ft. in breadth, and 30 ft. in depth (hear, hear). He thought the House would see that the proposals made in the Bill were the result of a careful survey of the needs of the Fleet and the forces we were obliged to maintain in different waters, and of the accommodation necessary for their safety and efficiency.

Lord Charles Beresford said that, with regard to Hongkong, he had examined the plans narrowly, and more workmanlike or efficient proposals he had never seen, and for the amount of money which it was intended to spend there, he thought it would be of immense service to the Fleet. With respect to Wei-hai-Wei, his mind had entirely altered, because the policy of the Government had altered.

Protest were raised from the Radical benches, but the second reading was agreed to without a division.

CONTAGIOUS DISEASES IN THE STRAITS.

(July 27th) Mr. H. Wilson asked the Secretary of State for the Colonies whether an ordinance in reference to venereal disease had lately been passed in the Straits Settlements; and whether he would lay upon the table any correspondence on the subject, as promised on May 8th, 1898, together with a copy of the ordinance.

Mr. Chamberlain: A Bill has been introduced into the Legislative Council of the Straits Settlements on lines suggested by me dealing with the subject of the hon. member's question and the protection of women and girls. It will shortly be passed with slight amendment. The correspondence will be given at once.

ENGINEER OFFICERS AT NAVAL BASES.

In answer to Sir J. Colomb, Mr. Wynham said; Neither at Esquimalt nor at any other naval base do Royal Engineer officers communicate direct with or report indepently to the War Office on matters relating to the garrison and defence of the place, except when, as at Wei-hai-Wei, such an officer occupies an independent command. With that exception, an officer of the Royal Engineers communicates through his commanding officer. But a general officer commanding may, under paragraph 198 of Regulations for Engineer Services, authorise an engineer to communicate direct on services not requiring a reference to the general officer commanding.

WEI-HAI-WEI.

In Committee on the Military Works Bill several refences were made to Wei-hai-wei. Sir J. Colomb wanted to know whether the Government intended to spend any portion of this £1,000,000 at Wei-hai-wei, and approximately how much. All that was asked was asked was when this £1,000,000 was going to be spent, and how. (Hear, hear.)

Sir C. Dilke said they ought not to vote a million of money without having some sort of idea of the extent to which the works would involve garrisons. With regard to Wei-hai-wei, as objection had not been taken to the statement, they must assume that some of the money would be spent upon that place. Since Wei-hai-wei had been occupied—as many thought for parliamentary and political reasons rather than for reasons of defence—the whole situation there had changed. In the face of consolidation of Russian power in that neighbourhood on land it was evident that no effective naval strength could be exercised in the Gulf of Pechili which should have much influence on the power of Russia at Peking. Therefore they had to consider the occupation of Wei-hai-wei, not as an answer to the occupation of Port Arthur, but from the standpoint of a secondary naval base. They did not know, however, whether the War Office were accepting that position, or whether they were extending it. Of course, the policy of our drilling the Chinese fleet there had also gone by the board.

Captain Bethell said that Wei-hai-wai, at any rate, as a secondary naval base was unquestionably of great value. It afforded a singularly good anchorage for vessels of the largest size and comparatively few guns would from the anchorage command the whole of the mainland opposite. He did not believe that it required expensive fortifications.

Sir J. Colomb: Does my hon. friend deny that the mainland commands the island? (Hear, hear.)

Captain Bethell said that the Chinese fleet from the anchorage drove the Japanese army away from the plain behind the hills.

Mr. Buchanan thought it was undoubtedly the fact that the mainland commanded the island. They had never had from the Government anything like a clear and complete account of what they intended to do with Wei-hai-wei.

Mr. Wyndham said that, as far as the finance of the matter was concerned, the Treasury had [illegible] money. As to the money the Government [illegible] trials will take place shortly. The most [illegible]

The Pacific Cable Scheme.

The Imperial Government and the representatives of the Colonial Governments concerned—those of Canada, Victoria, New South Wales, Queensland, and New Zealand—have made, it is stated, very substantial progress with the Pacific cable scheme. A board of representatives of the various Governments is being constituted, with two representatives from Canada, and three from the four Australian Colonies interested, and an important meeting on the subject is to be held in Australia within the next few days. The new body thus constituted will be a board of management during the construction of the new cable system, and will then probably merge into a sort of permanent directorate. Its ultimate powers, however, are still in some doubt.

Ranji's Inheritance.

It may be asserted with some confidence that in ordinary circumstances the average Englishman would regard the question of the succession to the rights and dignities of the Jam of Nowanagar with indifference. The circumstances, however, are not ordinary, because there is a claimant in the person of no less popular a personage than our own Kumar Shri Ranjitsinhji. It is this way. The late Jam appointed "Ranji" his heir-presumptive conditionally upon his wives failing to present him with a son. One of the Royal ladies contrived to score the required single, and her son has since succeeded his father. "Ranji," being of opinion that he himself was the real Jam, appealed to Lord George Hamilton, who, to the distress of all cricketers, was compelled, in his character of umpire, to answer "Ranji's" appeal in the negative, and to give the other player "not out." That, as Lord George explained in the House, is how the case stands at present; and we are afraid it does not look as if there were much likelihood of the popular favourite succeeding in displacing his successful rival.

Russia and Japan.

The *Rossija* is showing great concern with regard to Russia's position in the Far East, and discusses the relations between Russia and Japan. Its opinion on the line of action for both Powers is clear enough:—"Russia withdrew of its own accord from Korea, so that the latter country might be left completely open to Japanese influence, and also that at the same time the Japanese might undertake the task of doing battle with the influence of the Powers of Western Europe and of North America in the 'Kingdom of the Rising Sun.' If Japan could at no great cost become mistress of Korea she would be satisfied and content, and would cast no longing eyes upon the mainland of China, and certainly not upon poor Manchuria, which Russia needs. Japan will here say to herself that in the time necessary for establishing a firm foot in Korea for the purpose of seizing other territory, Russia will have completed the Siberian Railway, and will have organised Manchuria with its population of 20 millions, and that then it will be extremely difficult to pick a quarrel with Russia. Therefore, the chances are that Russia and Japan will perceive their mutual interests, and will thus be able to work together in perfect friendship in the Far East."

The *Politique Colonial* states that Russia and Japan are arming in view of a possible conflict in Korea.

France and Siam.

The return to his post of M. Defrance, the French Minister at Bangkok, has, it appears, been decided upon, and the negotiations, which had been so long pending between the French Government and the Siamese Minister in Paris, will be continued in the Siamese capital. Without pretending to know precisely the demands the French Government propose making on Siam in the coming negotiations, says the Paris correspondent of the *Standard*, it may be taken for granted that the French, on their side, will abandon none of their rights. As for the public works which it was alleged would be confided to French industry, it is difficult to see in what they would consist, since they have, for the most part been already confided to other hands. It is, however, well-known that the French are very desirous of connecting Saigon by a railway through Cambodia and southern Siam to Bangkok; and probably this question will not be neglected by M. Defrance in his negotiations with the Siamese Government.

General Foreign News.

RUSSIA.

The funeral of the late Tsarevitch took place at St. Petersburg on 26th ulto, in the Cathedral of St. Peter and St. Paul, in presence of the Tsar, the Dowager-Empress, the members of the Imperial family, and Prince Waldemar of Denmark. The coffin was lowered into the vault by a detachment of the Palace Grenadiers, and immediately afterwards a salute was fired from the batteries of the fortress.—A company with English capital, amounting to about a million sterling, to be increased to double that sum by a subsequent issue of shares, has been formed at St. Petersburg for the purpose of building a new town, to be called "New St. Petersburg." The company has acquired the island of Goldai, near Vassili Ostraff, on which it is intended to build 600 dwelling-houses, two churches, and a market within the next five years. The town will be lighted with electricity and connected with St. Petersburg by an electric railway.

THE POPE.

The Pope, says a Rome correspondent, has quite lost patience with all the reports that he is ill, weak, and unable to stand the fatigues of his great position, and he has insisted upon some public function being held to demonstrate his true condition to the world. For this reason the large pilgrimage of French workmen, which should have taken place last summer but was abandoned because of the Pontiff's health, has now been arranged for next month. The doctors tried to induce the Pope to post pone his project because of the oppressive heat, pointing out that in cooler weather the risk for him would be much less. However, his Holiness was determined, saying that he must begin by training himself for the hard work he must go through during the functions in honour of the Holy Year. As fresh objections were ventured upon, the Pope, to show that the discussion was closed, ordered M. Léon Harmel, who has organised the French pilgrimage, to be invited to come at once to Rome to take direct verbal instructions from him about bringing the working men to Rome.

SPAIN.

General Weyler created a sensation in the Senate on 26th inst. by delivering a vigorous speech, in the course of which he made direct allusion to the probability of the outbreak of a revolt in Spain. He went so far as to use language which can only be interpreted as an exhortation to the people and the Army to unite with the object of rising against the Government. He moderated his language somewhat towards the end of his speech, however, and expressed the hope that the necessity for such a step would be removed.—The Supreme Court for Military and Naval Appeals, presided over by General Azcarrago, and composed of fourteen generals and admirals, having ruled that grounds existed for bringing to trial Generals Ochal and Faudenes for the surrender of Santiago de Cuba and Manila respectively, both trials will take place shortly. The most [illegible] will demand imprisonment for life, and loss of all rank, honour, and pension for General Jaudenes, on the ground that he surrendered Manila when he could have prolonged the defence. The trial of Admirals Montojo and Sasto, who commanded the Manila Fleet and Cavite Arsenal, will follow in August. Admiral Cervera will undertake the defence of Admiral Paredes and Captain Diaz Moreau, who are to be prosecuted for the loss and surrender of the cruiser *Colon* at Santiago. The trial in August of all these cases will excite considerable interest among the public, though in military and naval circles it is believed that an acquittal is probable.

SERVIA.

There are indications that the friendly representations of Austria-Hungary and Russia, combined with the practically unanimous protest of the European Press, have produced a salutary effect upon the authorities at Belgrade. There would now seem to be some ground for hope that the State trial will be conducted not merely in a manner formally legal, but with a certain regard to the dictates of justice. The conspiracy, at first represented as involving nearly all the influential opponents of ex-King Milan, and utilised as a pretext for their wholesale arrest, would now appear to have shrunk to at least numerical insignificance. The latest Servian *communique* states that ex-Colonel Nikolitch, as well as M. Pasitch and M. Taushanovitch, will be indicted for the instigation of Knezevitch and for conspiracy. According to the same authority, Colonel Nikolitch is understood to have made a confession, while the other prisoners, in the face of very compromising evidence, still deny all complicity in both crimes. Notwithstanding the strong language employed by the partisan Russian Press, which still commits itself to the theory that the supposed conspiracy is nothing but a police plot instigated by the ex-King for the promotion of his own ends, it is probable that the Tsar's Government will await the result of the trial before taking any further action.

JAMAICA.

Sir David Barbour's report on Jamaica is published. It suggests sundry measures for the increase of the revenue, including an income tax, and increased land tax, and also an Imperial loan. It suggests but few economies, many having already been effected by the Government. It considers that the recent depression was due to the low prices prevailing for all products of the island, and also to the cessation of labour on the large works now completed. It considers that the members of the Government were over sanguine in past years, and sometimes extravagant, but that they are not reponsible for the depression or for the state of the finances, which now shows signs of improving. The most important proposal in the report is a change in the constitution, giving the Colonial Office more control and the Government more power, and lessening the number of members on the council. In the meantime, the revenue is improving, and the colony is more prosperous than it has been for the last three years.

CANADA.

In the Dominion House of Commons on 22nd ulto. Sir Charles Tupper condemned very strongly the attitude of the United States with regard to the Alaska boundary question. Their policy, he said, was one of delay so that they might continue to benefit by the possession of the territory in dispute. He proposed, in order to meet this policy, that the Government should build a railway from British Columbia to the Yukon to compete with the American route, *via* the Lynn Canal; and that mining licenses should only be granted to British subjects Sir Wilfrid Laurier agreed that Canada must maintain her rights, but urged patience, in the continued hope that the United States would accept arbitration. There is a report, unfortunately unconfirmed up to the present, that Canada has indicated her willingness to accept an indefinite lease of a port on the tide-water of the Lynn Canal. If this should turn out true it will afford a substantial basis for compromise, and ought to pave the way to a speedy settlement of this vexed question. It appears that the United States have no objection to allowing Canada free access to the sea, and only stipulate for retaining the sovereignty over the disputed territory. As it is only an outlet for the gold of the Klondike that is required, and the land itself is practically worthless, this concession should be enough to meet Canada's views.—The Dominion House of Commons on 25th ulto, practically unanimously endorsed the Pacific cable scheme, the only dissentient speaker being Mr. Charlton, who urged that Canadian railway and canal enterprises were more deserving of support.

CRETE.

Crete is manifesting the outward signs of civilisation and of orderly government. The organisation of the administration is steadily progressing. Judges and prefects have been appointed; the finances are being set on a working basis by M. de Blouay, a Swiss financier, who was recommended to the Commissioner by Mr. Law, the well-known British economist; the gendarmerie, under Captain Craseri, assisted by seveal other Italian officers, is making steady strides towards efficiency; and a bank with a capital of £400,000 has been founded. The Cretan Government are considering tenders for concessions for the construction of public works.—Admiral Skrydloff, of the Russian fleet, will remain at Canea till Aug. 1, to be present at the ceremony of the restoration of the monastery, which was bombarded by the international fleet in 1897 and repaired at the Tsar's expense.

The Tea Trade Dispute.

At a conference on 24th ulto. of representatives of both sides in the tea trade dispute it was agreed to appoint a commission to hear expert opinion from both importers and dealers, and if possible to effect a compromise. At the sale on 24th, 6,288 packages of Indian tea were offered under the old conditions—the parcels catalogued for auction under the conditions as received by the growers having been withdrawn. There was a fairly good demand at prices recently current. Less than 500 of the packages were on growers' account. At the sale in the corresponding week of last year over 20,000 packages were printed for sale. It is aptly pointed out that, in spite of the strained relations between the shippers and dealers on account of the 1 lb. draft, there is no falling off in the clearances of tea from bond; in fact, the tendency is in the opposite direction.

A correspondent states that the importers have approached the Customs authorities with a view to having the imported tea weighed to the nearest half-pound, instead of, as is now done, to the nearest pound. At present, in addition to the 1 lb. draft which the buyers are allowed, they obtain the advantage of any fraction of a pound which a packet may contain over its specified weight, thus often getting as much as 1½ lb. of tea for nothing. The importers are willing to continue the allowance of the 1 lb. draft on condition that the tea is weighed more exactly on its importation. The deputation which recently attended at the Custom-house for the purpose of putting this proposal before the authorities was informed that the Government were unable to consider such a step apart from some definite understanding had been arrived at between the importers [illegible]

SHIPPING REPORTS.

Captain J. G. Dorward, of the steamship *Crown of Arragon*, from Foochow, reports:—Left Foochow at 6 p.m. on the 25th, experienced light winds and fine clear weather all the way until arrival here at 9.30 p.m. of the 27th.

NOTANDA.

CALENDAR.

AUGUST.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83
Rainfall	13.482

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.84	29.75
Temperature	84	83
Humidity	80	83
Rainfall	—	—

TO-DAY.

Monday, 28th August, 1899.

Chinese—*23rd of 7th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... *5hr. 42min.*
Sets ..... *6hr. 19min.*
Moon—*Last Quarter 7hr. 34 a.m.*
High water—*Morning* ..... *1hr. 12min.*
Afternoon ..... *3hr. 42min.*
Low water—*Morning* ..... *8hr. 56min.*
Afternoon ..... *6hr. 45min.*

ANNIVERSARIES.

1816—Lord Amherst's Embassy started for Yuen-ming-yuen.
1833—Slavery abolished in all British possessions.
1871—Mr. G. L. Tomlin assaulted and robbed near the Central Police Station.
1884—Kimpai forts silenced by the French.
1896—The Ottoman Bank at Constantinople seized by Armenians.

TO-MORROW.

Tuesday, 29th August, 1899.

Chinese—*24th of 7th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... *5hr. 42min.*
Sets ..... *6hr. 18min.*
Moon—*Max. Dec. N. 10hr. a.m.*
High water—*Morning* ..... *2hr. 12min.*
Afternoon ..... *None*
Low water—*Morning* ..... *10hr. 42min.*
Afternoon ..... *none*
No Inferior high—nor low—water.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian *(Hyson)* 31st inst.
Australian *(Taiyuan)* 2nd prox.
American *(City of Peking)* 2nd prox.
English *(Valetta)* 2nd prox.
American *(Gaelic)* 9th prox.
Canadian *(Empress of Japan)* 13th prox.
American *(Hongkong Maru)* 15th prox.

* * *

The steamer *Miike Maru* (Bombay Line) left Kobe, *via* Moji for this port on the 26th Inst. and is expected to arrive here on the 3rd prox.

* * *

The steamer *Flintshire* from Middlesbro and London left Singapore on the 26th at 1 p.m. and is due here on or about the 2nd Sept. 1899.

* * *

The P. & O. S. N. Co.'s steamer *Valetta* left Singapore for this port on the 28th inst. at 1 p.m. with the Outward English mails, and is due here on the 2nd September at about 6 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	,,	,,	,,
Carlisle City	,,	,,	,,
Esmeralda	,,	,,	,,
H.M.S. *Bonaventure*	,,	,,	,,
Oslo	,,	,,	,,
Feihoo	,,	,,	,,
D. Juan d'Austria	,,	Cosmopolitan	,,
P. C. C. Klao	,,	,,	,,
Dunav	,,	Aberdeen	,,

PASSED THE CANAL.

Outward — 1st August—*Marie, Valerie, Sarpedon, Flintshire, Babelsberg.* 4th August—*Gloucester, City Indus, Suevia, Valetta, Tamba Maru.* 8th August—*Glenfarg, Pakling, Calchas, St. Irene.* 11th August—*Candia, Laos, Savola.* 18th August—*Kawachi Maru, Tgottardo.*

Homeward—18th August—*Sarnia, Afridi, Vortigern.*

Shipping.

Arrivals.

INDUS, French steamer, 6,230, G. Duchatean, 27th Aug.,—Marseilles 30th July, and Singapore 21st Aug., Mails and General.—Messageries Maritimes.

CHINGTU, British steamer, 2,300, W. S. Moore, 27th Aug.,—Sydney 28th July, and Manila 24th Aug., General.—Butterfield & Swire.

MAUSANG, British steamer, 1,643, J. Kynock, 27th Aug.,—Sandakan 20th Aug., Timber. —Jardine, Matheson & Co.

TAISANG, British steamer, 1,544, W. E. Sawer, 27th Aug.,—Shanghai 22nd Aug., and Swatow 26th, General.—Jardine, Matheson & Co.

MEEFOO, Chinese steamer, 1,339, Frigast, 27th Aug.,—Shanghai 23rd Aug., General.—C. M. S. N. Co.

MENELAUS, British steamer, 3,006, W. Towell, 27th Aug.,—Shanghai 23rd Aug., General. —Butterfield & Swire.

WOOSUNG, British steamer, 1,109, Dowson, 27th Aug.,—Canton 26th Aug., General.—Butterfield & Swire.

CROWN OF ARRAGON, British steamer, 1,474, J. G. Dorward, 27th Aug.,—Foochow 25th Aug., Tea.—Gillman & Co.

HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshizawa, 28th Aug.,—Singapore 22nd Aug., General.—Nippon Yusen Kaisha.

SIBHAN, British steamer, 845, A. Jones, 28th Aug.,—Saigon 24th Aug., Rice.—Bradley & Co.

AMAKA, British steamer, 1,705, C. J. Mattock, 28th Aug.,—Moji 21st Aug., Coal.—Jardine, Matheson & Co.

KACHIDATE MARU, Japanese steamer, 2,143, S. Fujuki, 27th Aug.,—Kutchinotzu 23rd Aug., Coal.—Mitsui Bussan Kaisha.

HAILAN, French steamer, 377, W. Bast, 28th Aug.,—Amoy 26th Aug., General.—A. R. Marty.

Clearances at the Harbour Office.

Picciola, German str., for Saigon.
Meefoo, Chinese str., for Canton.
Kongmoon, British str., for Canton.
Kelung-ai, Chinese str., for Shanghai.
Wenchow, British str., for Wenchow.
Devanagari, British str., for [illegible]
Chiao, German str., for [illegible]
Menelaus, British str., for Singapore.
Tailee, German str., for Manila.
Kwai Lun, British steam launch, for Macao.
Woosung, British str., for Shanghai.

Departures.

Aug. 27, *Indus*, French str., for Shanghai.
Aug. 27, *Formosa*, British str., for Swatow.
Aug. 27, *Deuteros*, German str., for Saigon.
Aug. 27, *Kwang Ping*, Chinese str., for Canton.
Aug. 27, *Clara*, German str., for Hollow.
Aug. 27, *Loosok*, British str., for Bangkok.
Aug. 28, *Eidsvoll*, Norw. str., for Sourabaya.
Aug. 28, *Chowfa*, British str., for Swatow.
Aug. 28, *Futami Maru*, Jap. str., for Nagasaki.
Aug. 28, *Tamsui Maru*, Jap. str., for Swatow.
Aug. 28, *Woosung*, British str., for Shanghai.
Aug. 28, *Kwangtee*, Chinese str., for Shanghai.
Aug. 28, *Bygdo*, Norwegian str., for Canton.
Aug. 28, *Ariake Maru*, Jap. str., Kuchinotsu.
Aug. 28 *Hacter*, American str., for Manila.
Aug. 28, *Meefoo*, Chinese str., for Canton.
Aug. 28, *Taisang*, British str., for Canton.

Passengers—Arrived.

Per *Meefoo*, from Shanghai—12 Chinese.
Per *Mausang*, from Sandakan—1 European, and 45 Chinese.
Per *Taisang*, from Shanghai, &c.—Mrs. Schürch, 2 children and nurse, and 63 Chinese.
Per *Chingtu*, for Hongkong from Sydney—Mrs. O'Brien, and Miss Glassford. From Manila—Lieut.-Comdr. Walling, U.S.N., Lt. Richardson, U.S.N., Messrs. Tan Ling Loong, G. F. Williams, Capt. Hallatan, U.S.A., Mr. C. J. Decker, Mrs. Grandon, Messrs. J. Smith, D. B. Hollman, B. L. Ayers, Taylor, J. H. Stahl, A. Arnhold, D. Prelowsky, K. Hyama, Mrs. Plumi, Messrs. W. McCulloch, J. D. Muffly, B. Brooks, Godfrey, and T. Tanimura.
Per *Indus*, for Hongkong from Marseilles—Mr. and Mrs. R. H. Wade. From Colombo—Mr. Tramivo. From Singapore—Messrs. Too Hung Sui and boy, A. C. Harper, Chung Ha, Lyban J. Rillio, Mr. and Mrs. Hirman, and Mrs. Ofootay. From Saigon—Mr. Lanless, and 122 Chinese. For Shanghai from Marseilles—Mr. and Mrs. Piot, Mr. and Mrs. Berthe and child, Mr. and Mrs. Legrand, Messrs. Lambert, Roland, Mr. and Mrs. Chibout and 2 children, Mr. and Mrs. Saunier, Mr. and Mrs. Dider, Mr. and Mrs. Lippmann and child, Messrs. Leon C. May, Touret, Burcau, Gueret Chometon, Gerard, Barbes, Cacault, Perot, Dury Montel, Tortunat, Bacque, Solignac, Siguet, Manberg, Lecouplet, Seraphin, Alexis, Hupolik, Vause, and Floribert, Messrs. Boure, Moinet, Devineux, Mr. and Mrs. Cuiller and child, Messrs. Rousset, Mr. and Mrs. Chabrier, Mr. and Mrs. Hespel and child, Messrs. Le Moullec, Mahe, and Cugno Auanod. From Colombo—Mr. Ruppert. From Singapore—Mr. G. S. Telly, and 1 Chinese. From Saigon—Mr. A. W. Deppe. For Nagasaki from Marseilles—Mr. G. Baton. From Singapore—Mrs. Ohyasu, Messrs. Ohruyi, Yasida, Mrs. Okato and child. For Kobe from Marseilles—Mr. Antonia Lopez. From Singapore—Mr. Shibuza. For Yokohama from Marseilles—Messrs. R. de Dios, Mahlen and child, R. G. Jamin, and R. du Pan. From Colombo—Mr. J. Armstrong. From Singapore—Messrs. Ohyama and H. Abrams. From Saigon—Mr. d'Elloy and boy, and Mr. Veaux.
Per *Kachidate Maru*, from Kutchinotsu—2 Japanese.

Departed.

Per *Indus*, for Shanghai—Miss Meoura, Mrs. Suru, Surgeon C. J. Decker, U.S.N., Messrs. W. Allanson, Cecil Holliday, M. Dandolo, C. Serezay, A. Rosen, W. Taylor, W. Biscup, and F. Hazell. For Nagasaki—Mrs. Nasacia. For Yokohama—Mr. J. Illalgham, U.S.A.

STEAMERS EXPECTED.

Names.	*From*	*Due.*
Singapore	Singapore	To-morrow
Hyson	Singapore	Aug. 31st
Suevia	Singapore	Sept. 1st
City of Peking	Japan	Sept. 2nd
Valetta	Singapore	Sept. 2nd
Taiyuan	Manila	Sept. 2nd
Flintshire	Singapore	Sept. 2nd
Miike Maru	Moji	Sept. 3rd
Gaelic	San Francisco	Sept. 9th
Empress of Japan	Vancouver	Sept. 13th
Hongkong Maru	San Francisco	Sept. 15th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Alesia	Havre, &c.	Sept. 10th
America Maru	San Francisco, &c.	Aug. 29th
Australian	Sydne,	Sept. 1st
Bayern	Straits,	Nov. 8th
Belgian King	San Diego, &c.	Oct. 15th
Benvenue	London	Sept. 8th
Candia	Java	Sept. 13th
Carmarthenshire	San Diego, &c.	Nov. 15th
Challenger	New York	Oct. (desp.
China	San Francisco, &c.	Oct. 3rd
Chingtu	Foochow	Aug. 29th
Chingwo	Marseilles, &c.	Sept. 5th
Chusan	London, &c.	Sept. 2nd
City of Peking	San Francisco, &c.	Sept. 7th
City of Rio	San Francisco, &c.	Oct. 27th
Columbia	Portland, &c.	Sept. 23rd
Coptic	San Francisco, &c.	Nov. 4th
Doric	San Francisco, &c.	Oct. 10th
Emp. China	Vancouver, &c.	Oct. 25th
Emp. India	,,	Aug. 30th
Emp. Japan	,,	Sept. 27th
Formosa	London	Sept. 7th
Gaelic	San Francisco, &c.	Sept. 16th
Ghazee	New York, &c.	Aug. 29th
Glenogle	Victoria, B.C.	Oct. 17th
Hailoong	Swatow, &c.	Aug. 29th
Hakusi Maru	Vladivostock, &c.	Aug. 31st
Hiroshima Maru	Kobe & Yokohama	Sept. 1st
Hitachi Maru	Marseilles, &c.	Aug. 29th
Hongkong Maru	San Francisco, &c.	Sept. 23rd
Indrani	New York, &c.	Sept. 7th
König Albert	Straits, &c.	Dec. 13th
Maidzuru Maru	Swatow, &c.	Sept. 2nd
Miike Maru	Bombay, &c.	Sept. 5th
Nanchang	Tientsin (Direct)	Sept. 3rd
Nippon Maru	San Francisco, &c.	Oct. 10th
Nürnberg	Havre, &c.	Sept. 27th
Olympia	Victoria, B.C.	Sept. 2nd
Ping Suey	New York, &c.	Oct. 5th
Pisa	New York, &c.	Sept. 15th
Pizzarello	Straits, &c.	Sept. 2nd
Preussen	Straits, &c.	Sept. 13th
Prinz Heinrich	Straits, &c.	Dec. 27th
Pyrrhus	London	Sept. 16th
Rohilla	Japan	Sept. 2nd
Sachsen	Singapore, &c.	Oct. 11th
Savoia	Havre, &c.	Oct. 15th
Serbia	Havre, &c.	Oct. 30th
Singapore	Straits, &c.	Sept. 2nd
Stentor	London, &c.	Sept. 2nd
Suevia	Havre, &c.	Oct.
Tacoma	Victoria, B.C.	
Tamba	Yokohama	
Thales	Europe	
Thyra		

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU ..... J. B. Murray	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	TO-MORROW, 29th August, at Daylight.
HAKUAI MARU ..... M. Nishimura	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	THURSDAY, 31st August, at Noon.
TAMBA MARU ..... J. W. Wale.....	YOKOHAMA (DIRECT)	FRIDAY, 1st September, at Noon.
HIROSHIMA MARU ..... S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 1st September, at 4 P.M.
MIIKE MARU ..... S. Kawamuro	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 5th September, at Noon.
WAKASA MARU ..... J. B. Macmillan	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	THURSDAY, 7th September, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 28th August, 1899. [6

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA,
(DIRECT WITHOUT TRANSHIPMENT).
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*SINGAPORE ..... Pizzarello..... 2nd September, at NOON.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,
Agents.

731a]

MILWAUKEE—BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898. [1399

COMBUSTION

in the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1898. [43

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

Hotel.

WINDSOR HOTEL,

HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor; BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,
Proprietor & Manager.

Hongkong, 28th April, 1899. [1

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 30th Aug., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 9th August, 1899. [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	To-morrow, 29th Aug., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Sept., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 19th Oct., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 29th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also, the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th August, 1899. [1310

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," "WUCHOW,"

will be despatched alternately from Messrs. DOUGLAS LAPRAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUIHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI.....$5
HONGKONG to WUCHOW.....$10

Meals can be obtained on Board.

For further information apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th August, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

*Olympia**	2,837	J. Truebridge ...	Sept. 2.
Victoria	3,502	J. Panton.....	Sept. 12.
Glenogle	3,750	R. D. Jones.....	Oct. 17.
Tacoma	2,811	A. Dixon.....	Oct. 21.

* Calling at FOOCHOW and SHANGHAI.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia	2,976	Dobson ...	Sept. 23.
Monmouthshire	2,874	W. A. Evans	Oct. 7.
Lennox	3,677	Williamson	Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 24th August, 1899. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 19th August, 1899. [5

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"CHALLENGER,"

shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight apply to
ARNHOLD, KARBERG & Co.

Hongkong, 25th July, 1899. [674

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service.*)

HAMBURG-AMERIKA LINIE. (*East Asiatic Service.*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ALESIA..... Knuth	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	10th September.	Freight.
NURNBERG ..... v. Binzer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 27th September.	Freight.
*SAVOIA ..... Jäger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 11th October.	Freight and Passage.
SUEVIA ..... Förck	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 19th October.	Freight.
SERBIA..... Ostermann	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 30th October.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 7th Sept., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Tuesday, 3rd October, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899. [1

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra	3,406	about	Sept. 15
Belgian King ...	3,379	about	Oct. 15
Carmarthenshire	2,929	about	Nov. 15

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 11th August, 1899.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Preussen	Wednesday	13th Sept.
Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.
König Albert.....	Wednesday	13th Dec.
Prinz Heinrich...	Wednesday	27th Dec.
Preussen	Wednesday	10th Jan.
Karlsruhe	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Hamburg	Wednesday	21st Feb.
Bayern.....	Wednesday	7th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 11th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 12th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 12th September. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 16th August, 1899. [1043a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 16th Sept., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 10th October, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 4th Nov., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, to embarking at San Francisco for China or Japan (or *vice versâ*), within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through rates for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899. [1

THE TREND OF AFFAIRS AT MANILA.

RETURNING SOLDIERS DISCUSS THE REAL SITUATION.

The whole truth regarding the situation of affairs in the Philippines will soon be presented to the American people. Officers of sound judgment and keen intelligence are convinced that a colourless statement of fact will convince the country that the management of affairs on the island of Luzon is not commendable from a civil or military point of view.

Returning officers who are about to assume again the obligations and privileges of citizenship are relieved of military constraint in the expression of opinion concerning the management of the campaign. One officer who had an excellent opportunity to form a correct judgment wrote his sentiments yesterday. He presented the situation in this style of comment:

"The rapid flight of events in the Philippines, resulting in the insurrection, has called for two kind of material that has been very scarce in the United States for some years, viz, statesmanship and generalship. Strange as it may seem, these poor half savages, for whom we went to war out of humanity, have not only beaten us at every turn in diplomacy, but have outgeneraled us in war. The fact that we have defeated them is simply due to the valour and shooting ability of the American soldier.

"The writer, arriving on the islands with the first expedition, has seen much of the Philippines and their people, and believes that a plain, unvarnished statement of the facts as they exist is due to the American public. Through the hundred years of our constitutional government we have faced some grave problems, but they have all been settled for the best interests of all the people, and let us hope that the intelligence of the country will again assert itself, throw the searchlight of investigation on our colonial policy and provide the proper remedies. In morals as in medicine, there is no antiseptic like the sunlight of Almighty God.

"What is our policy as to the Philippines? The question is easily answered. We haven't any. We have adopted the Spanish colonial system, leaving out its greatest essential —firmness. Our customs are payable only in Spanish money, which appreciates the "doby". Mexican dollar to the discredit of American gold. We have shown much clemency to a treacherous foe. This policy, in my opinion, has been disastrous to us. General Otis is too weak. His method of warfare has given the enemy courage to continue the fight. What is needed is the strong, firm hand of a great general, along with at least a hundred thousand well equipped men. Our present force is entirely inadequate to our needs, and we are not in a position to occupy a one-hundredth part of the islands.

"In the event of subjugation what benefits will the American people obtain? What advantage can we derive from the cheap labour of eleven million islanders? The American labourer cannot compete with the native. When the natives have been educated to the American standard of civilization, the products of the several islands will be required to support the population of the archipelago."—*S.F. Chronicle.*

THE PEACE CONFERENCE.

TERMS OF THE FINAL ACT.

THE HAGUE July 24th.

The Final Act embodying the result of The Hague Conference, after enumerating the names and qualifications of all the Delegates who have taken part in the deliberations, says:—

"In the series of meetings in which the above-mentioned Delegates have been throughout inspired by the desire to realise, in the largest possible measure the generous views of its august initiator, the Conference has drawn up for the signature of the Plenipotentiaries and the approval of their Governments the Conventions and Declarations hereafter enumerated and appended to the present Act:—

"1. A Convention for the pacific settlement of international disputes.

"2. A Convention concerning the laws and customs of war on land.

"3. A Convention for the adaptation to Naval warfare of the principle of the Geneva Convention of 1864.

"4. Three Declarations concerning (1) the prohibition of the throwing of projectiles and explosives from balloons or by other analogous means; (2) the prohibition of the use of projectiles which have for their sole object the diffusion of asphyxiating or deleterious gases; (3) the prohibition of the use of bullets which expand easily in the human body."

"The Final Act then contains the five following expressions of opinion:—

"1. The Conference considers that the limitation of the Military charges which at present oppress the world is greatly to be desired for the increase of the material and moral welfare of mankind.

"2. The Conference expresses the opinion that the question of the rights and duties of neutrals should be inscribed on the programme of a Conference to be held at an early date.

"3. The Conference expresses the opinion that questions relative to the type and the calibre of rifles and Naval artillery such as have been examined by it should be the subject of study by the different Governments with a view to arriving eventually at a uniform solution by means of a further Conference.

"4. The Conference, taking into consideration the preliminary steps taken by the Swiss Federal Government for the revision of the Geneva Convention, expresses the wish that a Special Conference be shortly convened for the purpose of revising this Convention.

"5. The Conference has resolved unanimously with the exception of a few abstentions that the following question should be reserved for examination by future Conferences:—(1) A proposal tending to declare the inviolability of private property in war on land; (2) A proposal regulating the question of the bombardment of ports, towns, and villages by a naval Force."

This Final Act will be signed by the Delegates who have the powers of Plenipotentiaries, and will be accompanied by the text of the Conventions which will be signed by several countries, and will remain open for the eventual adhesion of others.

Great Britain, on signing the Act, makes reservations declaring that she does not accept the second and third declarations, nor the third and fifth resolutions.—*Morning Post.*

ITALY AND CHINA.

A letter from Shanghai to the *Tribuna* of Rome says that the Italian men-of-war continue their tranquil promenade from port to port, as if they were a flotilla of pleasure yachts. The Correspondent urges strongly that the Squadron should be withdrawn altogether or should take some decisive action, as the present state of things is most prejudicial to Italian prestige, the Chinese paper going so far as to say that the Fleet has been captured by the Viceroy of Nanking and that it is not allowed to leave the coast. The latter concludes by stating that Italian officers who have visited Sanmun are by no means delighted with the place either as a port of as a commercial base. On the other hand, there is only the Si-Kiang magnificent bay on which the Italians should concentrate their attention. As to opposition from Chinese troops or ships, it need not be taken into consideration.

PRESIDENT KRUGER.

A SKETCH OF THE MAN AND HIS TIMES.

The announcement of the resignation of President Kruger draws attention to a man who has loomed large on the horizon of South African affairs, and the man who is the most prominent figure in that part of the world to-day, Mr. Cecil Rhodes and Sir Alfred Milner notwithstanding.

Matters in the Dutch Republic have reached a pass when the most unexpected things might happen, but people may be pardoned if they accept the statement as to President Kruger's resignation with caution, feeling the man more than any other whose hand has been active in shaping the affairs of the Republic, President Kruger may be judged, from what we know of him, to be loth to withdraw at a time when all the cherished dreams of the Boers of establishing an invulnerable Dutch State in South Africa are in great danger of being dissipated. A man sometimes, however, lets go his hold of a rope only to get a firmer grasp.

Should President Kruger really determine to go out, it would probably mean that the demand of the British resident would receive a more liberal attention. This view can scarcely have escaped "Uncle Paul's" notice; therefore, many people are inclined to the view that he is merely attempting to gain time, for it is one of President Kruger's oldest opinions that the British should be set down a little, or as much as possible. Only the other day he confided to a Jew that he loved his race because Israel was referred to in the Bible. "But," said he, "where did you ever notice any mention in the Bible of these English, who have such large ideas about governing the world." Then he laughed. There is, however, an old saying to the effect that he who laughs last laughs best.

Stephanus Paulus Johannes Kruger was born at Colesberg, South Africa, in October, 1825, and came from a family, the members of which had been engaged since towards the close of the last century in farming operations on the frontier. He grew up in the wild life of the country in which white population was scarce, and where not only the forces of nature had to be turned to a profitable use, but where life and property had to be guarded against the incursions of savage tribes. Such surroundings not unlikely tended to develop in him the disposition to fight rather than to compromise, which has now brought him perilously near to trouble. At 17 years of age he was appointed Field Cornet of the district in which he lived, and he became Field Cornet, or local magistrate and chief military officer three years later. In the first instance he married Miss du Plissis, who, however, died soon after. Subsequently he married another of the du Plissis family, a niece of his first wife. By this second marriage he had 16 children. The family of du Plissis is said to be closely connected to that to which Cardinal Richelieu belonged.

In about the early sixties, President Kruger's political influence became felt, in consequence of his having, among other things, taken a prominent part in the annexation deal, and it has gone on uninterruptedly to the present time. The Transvaal burgher has always held a strong belief in the value of his political independence. And it is owing largely to President Kruger's untiring championship of this sentiment that has brought him into collision with Great Britain.

A writer in the *National Review*, in referring to the Uitlanders' appeal to the Queen, says, with regard to the complaint of the British residents:—"The chief burden of taxation is thrown upon their shoulders. They are refused by their Boer masters any share in its disposal. All representation is denied them. Education of their children is withheld. The use of the Boer dialect, or the taal, a barren tongue, which has not yet bloomed with one literary flower, is enforced; while the English language, which is compulsorily used in the schools of yellow men in the Far East, is forbidden in the Transvaal after children have passed the third standard, although the Queen is Suzerain. They ask that Great Britain shall protect its subjects in the Transvaal from a system of high-handed oppression, which has grown more severe with the lapse of years, and has now become intolerable."

And, speaking of the future, the same writer says:—"If the prayer of the petitioners, who protest against the existing state of things, is coldly ignored, events are bound to ensue which will involve action on the part of Great Britain, however reluctant she may be to intervene. The central figure in South Africa is now the Uitlander of the Transvaal. His position is recognised as the key to the future. If justice is accorded to him, the federation of South African States, under the British flag, and the protection of the British navy, is merely a question of time. If justice is denied to him, the Boer dream of a Dutch republic from Cape Point to the Zambesi will gain force and reality."

General Piet Joubert is Vice-President of the Dutch Republic.—*Daily Telegraph.*

THE CERTIFICATED OFFICERS BILL.

This Bill, during the Parliamentary Session of 1898, was modified, in the hope that it would have a better prospect of reaching the second reading stage. The Bill, as modified, confined the issue of Certificates to Masters, Mates, and Engineers, who were British subjects, and also the issue of Pilots' Certificates. The Shipowners' Parliamentary Committee, however, still opposed the Bill, and as the Government would not give it any special facilities, it did not succeed in reaching the second reading stage. Further efforts will be made, however, during the 1899 Session, and if the Bill is confined to Masters only, the Shipowners' Committee have given an official undertaking that they would not oppose it.—*Mercantile Marine Reporter.*

THE WORLD'S TRADE.

Rarely has the business of the world been so active and the outlook so favourable as at present. The only exception to the pleasant prospect is in the economic condition of Russia, where famine exists, and worse is threatened. But as our interests in Russia are small this adverse circumstance, although deplorable, will not seriously affect this country. Of course, if the Russian crop were large, and wheat shipments from that country heavy, the price of wheat in England would be lower than it will be with severe shortage in Russia. On the other hand, however, trade conditions in this country are so good that a moderately high price for wheat will not be a serious matter, while it will give increased prosperity to the United States, to Argentina, and also to India. In all these countries our monetary interests are large, and their prosperity will mean good dividends upon British capital. The general economic conditions are, indeed, so good that people are beginning to ask if inflation has begun, and to calculate how long the cycle of prosperity will last. So far as we can see, there are no serious reasons for fearing any financial spasm, which would bring the period of trade activity to an end. At home, trade is wonderfully active, as indicated by the immense railway earnings, the wonderful productiveness of the revenue, to which we alluded the other day, and the enormous clearings of bankers.—*Statist.*

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHINKIANG,"

Captain Vaughan, will be despatched as above TO-MORROW, the 29th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th August, 1899. [1088a

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th August, 1899. [1054a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayston, will be despatched as above on SUNDAY, the 3rd September.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1899. [1075a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Jackson, will be despatched as above on TUESDAY, the 5th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1899. [1036a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO,"

H. Harris, Commander, will be despatched as above on or about the 5th September.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 17th August, 1899. [975a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1899. [1030a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched on TUESDAY, the 5th September, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1899. [1052a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 18th July, 1899. [938a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Campbell, will be despatched as above on or about the 11th September.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 22nd August, 1899. [1065a

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"GHAZEE,"

will be despatched for the above port on or about the 29th instant.

S.S. "ARGYLL" will sail about the 15th September.

S.S. "JOHN SANDERSON" } At Intervals
S.S. "AFGHANISTAN"..... } of 2 weeks.

For Freight, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 23rd August, 1899. [908a

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"

Captain C. de La Perrelle, will be despached for the above Port, on or about the 5th October.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, 21st August, 1899. [1020a

Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th instant, and THURSDAY, the 31st instant, at 9.30 A.M.

All Claims must reach us before the 8th September, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co., Agents.

Hongkong, 22nd August, 1899. [1043a

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 31st instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1899. [1310

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Manager.

Hongkong, 24th August, 1899. [1076a

To be Let.

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H," c/o of this Office.

Hongkong, 17th May, 1899. [664a

TO LET.

HOUSE No. 1, Duddell Street.

One Small GODOWN in Duddell Street.

HOUSE No. 57, Praya Grande, Macau.

Apply to

BELILIOS & CO.

Hongkong, 23rd August, 1899. [1073a

FOR SALE or TO LET.

21, Caine Road, "KINOSCLERE" a Large Family House suitable for a Club or Boarding-House.

Apply to

BELILIOS & CO.

Hongkong, 23rd August, 1899. [1074a

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA)

Apply to

Compradore Office, E. C. HOCHAPPEL,

Hongkong, 23rd March, 1899. [398a

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP

JEYES FLUID

THE BEST DISINFECTANT

DISINFECTANT SOAP

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [21

Intimations.

HOW TO PROVIDE FOR THE FAMILY.

INCOME $5,000; EXPENDITURE $5,000; PROVISION *NIL*.

INCOME $5,000; EXPENDITURE $3,500; PROVISION $3,000 YEARLY.

FOR an annual premium of $1,550 this Society will undertake to pay to the family

$3,000 PER ANNUM

for a fixed term of twenty years, if the assured should die during the currency of the policy.

If he does not require a refund in money, the necessity for family protection being no longer existent, the assured may have a certain annuity for his own later years, of $714 *guaranteed* and $500 additional, for twenty-five years certain; the latter sum varying only as the bonus payable in 1919 will vary from the bonus payable in 1899.

When protection such as this, proportionable to every man's means, is within reach, let not a

DAY BE WASTED,

but apply for special example to the

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

F. KIENE, Acting Manager, Hongkong.

22nd August, 1899. [1063a

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.,

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1896. [39

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED), 26, 28 & 30, POTTINGER STREET, HONGKONG.

JUST ARRIVED.

"SILVER SHIELD BRAND OF AMERICAN CANNED FRUIT.

EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.

Hongkong, 1st August, 1899. [1586

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [45

RIGAUD'S WHITE VIOLET EXTRACT

This fugative and delicate perfume is persistant as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society



RIGAUD et Cie PARFUMEURS PARIS

10.000 White Violets

Intimations.

TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [72

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & Co.

Hongkong, 1st September, 1896. [37

NOTICE.

PRIVATE BOARD and RESIDENCE, 166, Queen's Road East.

Mrs. HORTON.

Hongkong, 30th June, 1899. [853a

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES'S BICYCLES—PRICE $160.

A special reliable Watch made for this Climate.

Quality A.....$16

Quality B.....$12

16, QUEEN'S ROAD CENTRAL,

21] Opposite the Telegraph Office.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS,

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [40

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LÜTGENS, EINSTMANN & Co.

Hongkong, 11th September, 1896. [19

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—

Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.

Hongkong, 19th August, 1899. [41

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42

LET 'EM ALL COME TO YEE CHUN'S STUDIO at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [506a

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

KELAT, British ship; [illegible]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.
PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply, to
W. STUART HARRISON,
Manager.

Hongkong, 18th January, 1898. [135

DUMINY & Co
CHAMPAGNE
EXTRA DRY

Carte D'Or · Carte Blanche
Sec ·
Sillery · Chateau de
Demi Sec · Charmieres

TRADE MARK

M. OPPENHEIMER & Co., Paris.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493

EXCHANGE.

Hongkong, 28th August.

ON LONDON,	Telegraphic Transfer	1/11½
"	Bank Bills, on demand	1/11 9/16
"	Credits, 4 months' sight	1/11 15/16
"	D'ments, 4 months' sight	2/0 1/16
ON BERLIN,	(demand)	M.2.01½
ON PARIS,	Bank Bills, on demand	2.48
	Credits, 4 months' sight	2.51½
ON NEW YORK,	Bank Bills, on demand	47¼
	Credits, 30 days' sight	48¾
ON BOMBAY,	Telegraphic Transfer	147
	On demand	147½
ON SHANGHAI,	Telegraphic Transfer	73
	Private, 30 days' sight	73½
ON YOKOHAMA,	T.T.	4½ per cent. prem.
	Sovereigns, Bank's Buying Rate	$10.10
	Gold Leaf 100 touch, per tael	52.75
	Bar Silver	27½
	Dollars	1¼ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 28th August.

New Patna	860	per chest.
New Benares	840	"
New Malwa	750/770	per picul.
Old Malwa	780/810	"
Persian, paper tied	670/750	"

The Share Market.

LATEST QUOTATIONS.
(August 28th.)

Banks.

Hongkong and Shanghai Banking Corporation—358 per cent. prem.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$25 buyers.
Do. Do. —$25 buyers.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$260 buyers.
China Traders' Insurance Co., Limited—$62.
North China Insurance Co., Ld.—Tls. 200.
Yangtsze Insurance Assoc. Ld.—$117½ buyers.
Canton Insurance Office, Ld.—$150 buyers.
Straits Insurance Co., Ld.—$6½.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$312½.
China Fire Ins. Co., Ld.—$88½.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$32.
Indo-China Steam Navigation Company, Ld.—$67.
China and Manila S.S. Co., Ld.—$91.
Douglas Steamship Co., Ld.—$56.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$17½.

Refineries.

China Sugar Refining Co., Ld.—$153.
Luzon Sugar Refining Co., Ld.—$55.

Mining.

Punjom Mining Co., Ld.—$9½.
Do. Preference Shares—$2.
Société Française des Charbonnages du Tonkin—$240.
Queen Mines, Limited—$0.50.
Jelebu Mining and Trading Co., Ld.—$14.
Raub A'lian Gold Mining Co., Ld.—$60½.
Olivers Freehold Mines, Ld.—(A) $8½.
Olivers Freehold Mines, Ld.—(B) $6.40.
Great Eastern and Caledonian Gold Mining Co., Ld.—$3.50.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—515.
Hongkong and Kowloon Wharf and Godown Company, Limited—$96.
Wanchai Warehouse and Storage Co., Ld.—$45.
New Amoy Dock Co., Ld.—$16.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—$10.
Hongkong Land Investment and Agency Co., Ld.—$106½.
Kowloon Land and Building Co., Ld.—$29.
West Point Building Co., Ld.—$36.
Hongkong Hotel Co., Ld.—$128.
Humphrey's Estate and Finance Co., Ld.—$10½.

Miscellaneous.

Green Island Cement Co., Ld.—$31.
China-Borneo Co., Limited—10.
A. S. Watson & Co., Limited—$17.
Hongkong Electric Co., Limited—$13 sales.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$189.
Geo. Fenwick & Co., Ld.—$43.
Hongkong Ice Co., Ld.—$130.
Hongkong High-Level Tramways Co., Ld.—$145.
Dairy Farm Co., Limited—$6.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$12.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$70.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 67½.
International Cotton M'f'g. Co., Ld.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 75.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$4 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

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Capt. F. R. Keefer	
Mr. and Mrs. Kiene	Capt. J. E. William
Mr. Kinghorn	Mrs. J. Williamson

VESSELS IN PORT.

Steamers.

AMERICA MARU, Japanese steamer, 3,539, W. H. Cope, 24th Aug.,—San Francisco 26th July, Honolulu 2nd Aug., Yokohama 14th, Kobe 16th, Nagasaki 18th, and Shanghai 21st, Mails and General.—J. S. Van Buren.

BELLEROPHON, British steamer, 1,318, Lyons, 25th Aug.,—Java 6th Aug., and Singapore 18th, Sugar.—Butterfield & Swire.

BENLAWERS, British str., 1,484, A. Webster, 25th Aug.,—Moji 19th Aug., Coal.—Gibb, Livingston & Co.

CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.,—Moji 2nd Aug., General.—Butterfield & Swire.

CHINA, German steamer, 1,115, P. Voss, 26th Aug.,—Canton 25th August, General.—Siemssen & Co.

DEVAWONGSE, British steamer, 1,057, Richard Curtis, 23rd Aug.,—Bangkok 16th August, and Koh-si-chang 17th, General.—Yuen Fat Hong.

DUNAV, Austrian steamer, 1,004, Kissilick, 26th Aug.,—Moji 19th Aug., Coal.—Sander, Wieler & Co.

EMPRESS OF INDIA, British steamer, 5,904, O. P. Marshall, R.N.R., 22nd Aug.,—Vancouver, B.C. 31st July, and Shanghai 19th Aug., Mails and General.—C. P. R. Co.

ESMERALDA, British steamer, 966, R. W. Cobban, 22nd Aug.,—Manila 19th Aug., General.—Shewan, Tomes & Co.

HAILOONG, British steamer, 783, A. J. Robson, 26th Aug.,—Tamsui 23rd Aug., Amoy 24th, Swatow 25th, General.—Douglas, Lapraik & Co.

HAKUAI MARU, Japanese steamer, 1,419, M. Nishimura, 24th Aug.,—Amoy 23rd Aug., General.—Nippon Yusen Kaisha.

HOIHAO, French steamer, 509, J. C. Gerard, 25th Aug.,—Pakhoi 23rd Aug., General.—A. R. Marty.

HOLSTEIN, German steamer, 985, M. Ipland, 26th Aug.,—Saigon 22nd Aug., Rice.—Jebsen & Co.

HUE, French steamer, 704, P. Merlees, 26th Aug.,—Haiphong and Hoihow 25th Aug., General.—A. R. Marty.

MARIE JEBSEN, German steamer, 1,771, T. C. Matthiesen, 24th Aug.,—Bangkok 17th Aug., General.—Jebsen & Co.

NURNBERG, German steamer, 2,663, Von Binse, 25th Aug.,—Hamburg 6th Aug., and Singapore 19th, General.—Siemssen & Co.

OLYMPIA, American steamer, 1,730, J. Truebridge, 21st Aug.,—Tacoma, U.S.A. 23rd July, General.—Dodwell & Co.

ON SANG, British steamer, 1,983, J. Young, 7th Aug.,—Sandakan 31st July, Timber.—Jardine, Matheson & Co.

OSLO, Norwegian steamer, 778, Ch. Pederson, 24th Aug.,—Canton 23rd Aug., Ballast.—Sander, Wieler & Co.

PHRA CHOM KLAO, British steamer, 1,011, Fowler, 25th Aug.,—Bangkok 17th Aug., and Koh-si-chang 19th, General.—Yuen Fat Hong.

PHRA CHULA CHOM KLAO, British steamer, 1,012, B. Pigot, 29th July,—Bangkok 25th July, General.—Yuen Fat Hong.

PICCIOLA, German steamer, 875, Skipper, 22nd Aug.,—Saigon 17th Aug., Rice.—Chinese.

PROPONTIS, British str., 1,390, R. Crawford, 18th Aug.,—Cebu 13th Aug., General.—Heung Sing Steamship Co.

SUISANG, British steamer, 1,776, E. J. Todd, 24th Aug.,—Calcutta via Penang and Singapore 18th Aug., Opium and General.—Jardine, Matheson & Co.

TAI LEE, German steamer, 828, T. Calender, 26th Aug.,—Manila 23rd Aug., Ballast.—Meyer & Co.

TERRIER, Norwegian steamer, 1,008, G. N. Kampford, 20th Aug.,—Bangkok 12th Aug., Rice and General.—Order.

Sailing Vessels.

GOVERNOR ROBIE, American ship, 1,627, Nichols, 21st Aug.,—New York 5th May, Kerosine Oil.—Standard Oil Co.

KELAT, British ship, 1,822, John Hughes, 5th Aug.,—New York 3rd April, Case Oil.—Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands 22nd Aug., Ballast.—Order.

ST. DAVID, American ship, 1,400, Lyons, 16th Aug.,—San Francisco 3rd June, Flour.—Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, August 28th, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p. Com. E. J. W. Slade, Foochow.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wray, cruising.

Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 401 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, cruising.

Firebrand, 3rd class gunboat, 455 tons, 4 guns 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, cruising.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.

Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Hongkong.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.

Phœnix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Singapore.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.

Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Wei-hai-wei.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Foochow.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, cruising.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorelfo, Shanghai.

Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.

Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun.

Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.

Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff, at Vladivostock.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.

Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.

Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baironoff, at Vladivostock.

Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.

Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.

Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.

Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Förel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchicki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossiisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun. 220 h.p., 16 knots.

Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungurl, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reuseoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.

Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.

Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at Chefoo.

Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.

Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.

Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.

Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Toxier, at Along Bay.

Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.

Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.

Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.

Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.

Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizel, at Manila.

Pluvier, French despatch-boat, 545 tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.

Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.

Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.

Vouban, Franch flagship, 6,150, Capt. Boutet, at Haiphong.

Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.

† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.

Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.

Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.

Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.

Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.

Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.

Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.

† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.

Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. Whiting, at Nagasaki.

Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. W. H. Whiting, at Manila.

Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt.-Com. J. B. Briggs, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.

Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.

Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier.

Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.

Yorktown, U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.

Zafiro, U.S. dispatch-vessel.

Post Office.

A Mail will close:—

For Swatow and Bangkok—Per *Devawongse* to-morrow, the 29th instant, at 9 A.M.

For Haiphong—Per *Hue* to-morrow, the 29th instant, 9 A.M.

For Bangkok—Per *Terrier* to-morrow, the 29th instant, at 10 A.M.

For Swatow, Amoy and Tamsui—Per *Hailoong* to-morrow, the 29th instant, at 10 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru* to-morrow, the 29th instant, at 11 A.M.

For Kuchinotzu—Per *Arlahi Maru* to-morrow, the 29th instant, at 2 P.M.

For Shanghai—Per *Chinkiang* to-morrow, the 29th instant, at 3 P.M.

For Yokohama and Kobe—Per *Nurnberg* to-morrow, the 29th instant, at 4 P.M.

For Foochow—Per *Chingtu* to-morrow, the 29th instant, at 5 P.M.

For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India* on Wednesday, the 30th instant, at 11 A.M.

For Tientsin—Per *Kwongsang* on Wednesday, the 30th instant, at 3 P.M.

For Penang and Rangoon—Per *Oslo* on Wednesday, the 30th instant, at 5 P.M.

For Kongmoon, Samshui and Wuchow—Per *Samshui* on Wednesday, the 30th instant, at 4 P.M.

For Swatow, Amoy and Foochow—Per *Thales* on Thursday, the 31st inst., at 10 A.M.

For Swatow, Amoy, Shanghai, Wei-hai-wei, Chefoo, Chemulpo and Vladivostock—Per *Hakuai Maru* on Thursday, the 31st instant at 11 A.M.

For Samarang—Per *Amara* on Friday, the 1st Sept., at 2 P.M.

For Kobe and Yokohama—Per *Hiroshima Maru* on Friday, the 1st Sept., at 3 P.M.

For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Friday, the 1st Sept., at 4 P.M.

For Foochow, Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Olympia* on Saturday, the 2nd Sept., at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Chusan* on Saturday, the 2nd Sept., at 11 A.M.

For Nagasaki, Kobe and Yokohama—Per *Rohilla* on Saturday, the 2nd Sept., at [illegible] P.M.

For Europe, &c., India, via Tuticorin—Per *Preussen* on Tuesday, the 12th Sept., at [illegible] P.M.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 30 guns, 14,000 h.p., at Yokohama.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.

Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.

Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.

Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.

Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.

Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.

Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.

Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.

Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.

Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.

Yamato, 1,480 tons, 10 guns, 1,600 h.p.

Tenriu, 1,550 tons, 10 guns, 1165 h.p.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p.

Amagi, 1,030 tons, 13 guns, 720 h.p.

Gunboats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko

Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.

Atago, 620 tons, 10 guns, 700 h.p.

Maya, 620 tons, 10 guns, 700 h.p.

Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan

Soko, 572 tons, 4 guns, 400 h.p.

Iwaki, 600 tons, 6 guns, 400 h.p.

Chinto, 490 tons, 5 guns 472 h.p.

Chinsei, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

Chin Pui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikadusch, Japanese torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, Hongkong.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery training ship.)

Kanju, sailing-ship, 877 tons, 6 guns. (used as training ship.)

Manju, sailing-ship, 877 tons, 6 guns. (used as training ship.)

Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p. (used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.)

Jingei wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, Smith,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, S. W. Goggin,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,800, A. M. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.

Tai-on, British steamer, 728, Goblonski,—Tai On Steamship Co.

Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

White Cloud, British steamer, 752, A. Cruickshank,—Hongkong, Canton, and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, Nunes,—Hongkong, Canton and Macao Steamboat Co.

Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Lu, American lorcha.

Kongpak, British steamer, 147, G. C. Jones,—Kwong Lee Steamship Company.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

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